

**Table 15. PAD District 3 - Daily Average Supply and Disposition of Crude Oil and Petroleum Products, April 2022**  
(Thousand Barrels per Day)

Commodity	Supply						Disposition			
	Field Production	Biofuels Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) <sup>1</sup>	Net Receipts <sup>2</sup>	Adjustments <sup>3</sup>	Stock Change <sup>4</sup>	Refinery and Blender Net Inputs	Exports	Products Supplied <sup>5</sup>
<b>Crude Oil<sup>6</sup></b>	<b>8,445</b>	<b>--</b>	<b>--</b>	<b>1,235</b>	<b>1,032</b>	<b>693</b>	<b>-390</b>	<b>8,672</b>	<b>3,122</b>	<b>0</b>
<b>Hydrocarbon Gas Liquids</b>	<b>3,572</b>	<b>0</b>	<b>531</b>	<b>1</b>	<b>980</b>	<b>--</b>	<b>398</b>	<b>301</b>	<b>1,803</b>	<b>2,583</b>
Natural Gas Liquids	3,572	0	303	1	959	--	397	301	1,803	2,333
Ethane	1,599	--	5	--	606	--	80	--	299	1,832
Propane	1,065	--	166	1	305	--	146	--	1,138	253
Normal Butane	235	--	139	--	130	--	132	57	356	-41
Isobutane	321	--	-7	--	20	--	10	143	7	175
Natural Gasoline	353	0	--	--	-102	--	29	102	3	115
Refinery Olefins	--	--	228	1	21	--	1	--	--	249
Ethylene	--	--	0	--	--	--	0	--	--	0
Propylene	--	--	226	--	21	--	-2	--	--	249
Normal Butylene	--	--	3	1	--	--	3	--	--	1
Isobutylene	--	--	-1	--	--	--	0	--	--	-1
<b>Other Liquids</b>	<b>--</b>	<b>104</b>	<b>--</b>	<b>623</b>	<b>-1,805</b>	<b>-2</b>	<b>-55</b>	<b>-1,653</b>	<b>459</b>	<b>170</b>
Hydrogen/Biofuels/Other Hydrocarbons	--	104	--	4	159	165	-31	300	113	51
Hydrogen	--	--	--	--	--	132	--	132	--	0
Biofuels (including Fuel Ethanol)	--	104	--	4	159	34	-31	168	113	51
Fuel Ethanol	--	24	--	--	169	34	-32	152	106	0
Biofuels (excluding Fuel Ethanol) <sup>7</sup>	--	80	--	4	-9	--	1	16	6	51
Other Hydrocarbons	--	--	--	--	--	--	--	--	--	--
Unfinished Oils	--	--	--	548	-3	--	-62	183	305	119
Motor Gasoline Blend.Comp. (MGBC)	--	--	--	71	-1,962	-167	38	-2,137	41	0
Reformulated	--	--	--	--	-362	44	-27	-290	0	0
Conventional	--	--	--	71	-1,600	-211	65	-1,847	41	0
Aviation Gasoline Blend. Comp.	--	--	--	--	--	--	0	0	--	0
<b>Finished Petroleum Products</b>	<b>--</b>	<b>0</b>	<b>7,378</b>	<b>215</b>	<b>-1,410</b>	<b>134</b>	<b>16</b>	<b>--</b>	<b>2,925</b>	<b>3,375</b>
Finished Motor Gasoline	--	0	2,144	3	-68	134	6	--	816	1,392
Reformulated	--	--	464	--	--	-30	--	--	--	434
Conventional	--	0	1,680	3	-68	164	6	--	816	958
Finished Aviation Gasoline	--	--	9	--	-5	--	-2	--	--	7
Kerosene-Type Jet Fuel	--	--	894	--	-485	--	-2	--	194	217
Kerosene	--	--	0	--	--	--	4	--	1	-6
Distillate Fuel Oil	--	0	2,902	--	-867	--	-5	--	1,366	674
15 ppm sulfur and under	--	0	2,709	--	-835	--	-30	--	1,214	689
Greater than 15 ppm to 500 ppm sulfur	--	0	92	--	-9	--	-2	--	108	-23
Greater than 500 ppm sulfur	--	--	101	--	-23	--	27	--	44	7
Residual Fuel Oil	--	--	60	155	22	--	8	--	75	154
Less than 0.31 percent sulfur	--	--	32	--	--	--	5	--	NA	NA
0.31 to 1.00 percent sulfur	--	--	47	4	13	--	0	--	NA	NA
Greater than 1.00 percent sulfur	--	--	-18	151	9	--	3	--	NA	NA
Petrochemical Feedstocks	--	--	216	4	3	--	4	--	--	219
Naphtha for Petro. Feed. Use	--	--	120	2	3	--	1	--	--	124
Other Oils for Petro. Feed. Use	--	--	97	1	--	--	3	--	--	95
Special Naphthas	--	--	33	8	-1	--	-2	--	--	42
Lubricants	--	--	143	34	-26	--	-6	--	76	81
Waxes	--	--	5	2	--	--	1	--	1	5
Petroleum Coke	--	--	472	8	16	--	-3	--	379	120
Marketable	--	--	363	8	16	--	-3	--	379	12
Catalyst	--	--	108	--	--	--	--	--	--	108
Asphalt and Road Oil	--	--	84	--	0	--	8	--	15	60
Still Gas	--	--	363	--	--	--	--	--	--	363
Miscellaneous Products	--	--	54	--	0	--	5	--	1	48
<b>Total</b>	<b>12,018</b>	<b>104</b>	<b>7,909</b>	<b>2,074</b>	<b>-1,203</b>	<b>824</b>	<b>-31</b>	<b>7,320</b>	<b>8,309</b>	<b>6,128</b>

-- = Not Applicable.

-- = No Data Reported.

NA = Not Available.

<sup>1</sup> Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

<sup>2</sup> Net receipts equal gross receipts minus gross shipments by pipeline, tanker, and barge. Receipts and shipments by rail are included for crude oil, propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil.

<sup>3</sup> Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for hydrogen, motor gasoline blending components, and fuel ethanol. See Appendix B, Note 2C for a detailed explanation of these adjustments.

<sup>4</sup> A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes).

<sup>5</sup> Product supplied is equal to field production, plus biofuels plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

<sup>6</sup> Includes value for the Strategic Petroleum Reserve. See Table 25 for the breakout of Commercial Crude Oil.

<sup>7</sup> Includes biodiesel, renewable diesel fuel, renewable heating oil, renewable jet fuel, renewable naphtha and gasoline, and other biofuels and biointermediates.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal Report," EIA-816, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Report of Biofuels, Fuels from Non-Biogenic Wastes, Fuel Oxygenates, Isooctane, and Isooctene." Domestic crude oil field production estimates based on Form EIA-914, "Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the U.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.